

Attachment 1

U.S. Army Corps of Engineers

Supplemental EA, Statement of Findings, Finding of No Significant Impact, and
Alabama Department of Environmental Management Water Quality Certification

SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT
STATEMENT OF FINDINGS
FINDINGS OF NO SIGNIFICANT IMPACT

(File No. 2005-00835)

ALABAMA DEPARTMENT OF TRANSPORTATION

Proposed Wetland and Stream Fill associated with Expansion of State Route (SR) 24
“Corridor V of the Appalachian Development Highway System” from the Mississippi State
Line to SR 247, Franklin County, AL - AL DOT Project APD-355(505)

U.S. ARMY CORPS OF ENGINEERS
Nashville District, Regulatory Branch

Cooperating Agency
Tennessee Valley Authority

For more information, please contact:

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June 8, 2005

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CHAPTER 1.0 PURPOSE AND NEED FOR ACTION.

1.1 Background. On April 15, 2005, the Alabama Department of Transportation (AL DOT), 1409 Coliseum Boulevard, Montgomery, AL 36130, submitted a Department of the Army (DA) permit application for the deposit of fill material into 13 sites of streams and/or wetlands pursuant to Section 404 of the Clean Water Act (CWA). The proposed work is associated with the construction of a four-lane highway on existing and new alignment, south of the City of Red Bay, starting at the Alabama/ Mississippi State Line, continuing to just west of Bear Creek to SR 247.

1.2 Purpose and Scope of Work. The purpose of the project is to expand the existing SR 24 from a two-lane to a four-lane highway with a median and two travel lanes to provide a safe and efficient transportation facility to meet existing and project future traffic demands. *The project would require the deposit of fill material into 3.23 total acres of jurisdictional wetlands and 0.43 total acres of stream channel for construction of roadway lanes, culverts, pipes, and riprap at outlets.* Two tributary relocations are proposed (Sites 7 and 13). AL DOT proposes to mitigate the impacts of the wetland fill by debiting 3.23 credits from the AL DOT Jackson County Mitigation Bank. Each credit is equivalent to 2 wetland acres (2:1 ratio). AL DOT proposes to mitigate the tributary relocations with in-kind channel reconstruction and on-site tree and shrub mixture plantings to the south of the relocated channels. Public Notice (PN) 05-24, dated April 20, 2005, describes the proposed work and mitigation plan. See Appendix A. The following is proposed:

Site 1 (Pond): A small pond along SR 19 would be drained to allow the existing tributary of Bear Creek to resume natural flow and channel dimensions.

Site 2 (Culvert Extension): Existing 48" CMP culvert would be extended by 80'. The existing stream channel is roughly 3' wide. Plans show 0.01-acre stream impact.

Site 3 (Pipe Replacement): Existing 42" RCP pipe would be replaced by 250' of new pipe with placement of 50' of riprap at outlet. The existing stream channel is roughly 3' wide. Plans show 0.02-acre stream impact.

Site 4 (Culvert and 0.78-acre Wetland Fill): New Box Culvert, 180' long, would replace an existing culvert with placement of 70' of riprap at outlet. The existing stream channel is roughly 5' wide. Plans show 0.03-acre stream impact. In addition at this crossing, 0.78-acres of forested wetlands would be filled for road construction.

Site 5 (Culvert and 1.76-acre Wetland Fill): New Box Culvert, 410' long, would replace an existing culvert with placement of 130' of riprap at outlet. The existing stream channel is roughly 5' wide. Plans show 0.06-acre stream impact. In addition, 1.76-acres of emergent/shrub wetlands would be filled for road construction.

Site 6 (Culvert Extension): Existing 5'x5' culvert would be extended by 210'. The existing stream channel is roughly 3' wide. Plans show 0.01-acre stream impact.

Site 7 (1,300' Tributary Relocation): Construction of 455' long bridge over Bear Creek with 1,300' tributary relocation. The existing tributary is straight, runs along the existing roadway, and is roughly 3' wide. Estimated deposit of fill material is 2,648 cubic yards. A new channel would be constructed with the existing dimensions about 75' to the south to flow in the same pattern along the new roadway. Plans show 0.15-acre stream impact.

Sites 8, 9, and 10 (Bridge Construction): At both Sites 8 and 9, a 272' relief bridge would be constructed, with a 204' long relief bridge constructed at Site 10.

Site 11 (0.69-acre Wetland Fill): Construction of a 17' new relief bridge. In addition, 0.69-acres of forested wetlands would be filled for road construction.

Site 12 (Culvert Extension): Existing 8'x10' culvert would be extended by 100' with placement of 120' of riprap at outlet. The existing stream channel is roughly 14' wide. Plans show 0.07-acre stream impact.

Site 13 (870' Tributary Relocation): At this location, the new roadway slightly encroaches onto the existing 4' wide tributary channel which would be relocated about 10' to 20' to the south at the existing dimensions. Estimated deposit of fill material is 1,289 cubic yards. Plans show 0.08-acre stream impact.

1.3 Decision Required. Section 301 of the CWA prohibits the discharge of dredged or fill material into waters of the US unless authorized by the DA pursuant to Section 404 of the same Act. The proposed work would occur in waters of the US as defined by 33 CFR Part 328. A DA permit is required; therefore, the Corps of Engineers must decide on either issuance of a permit for the proposal, issuance of a permit with conditions, or denial of the permit.

1.4 Other Approvals Required. Other federal, state, and/or local approvals may be required for the proposed work, including the following:

- Tennessee Valley Authority (TVA) approval pursuant to Section 26a of the TVA Act is needed for the proposed work because fill material would be placed within the watershed of the Tennessee River. TVA is a cooperating agency in this review. In addition, TVA would require the applicant to employ best management practices to control erosion and sedimentation, as necessary, to prevent adverse aquatic impacts. TVA has indicated that approval will be given for the proposed action.
- Water quality certification from the state of Alabama, Department of Environmental Management (ADEM), in accordance with Section 401(a)(1) of the CWA. In accordance with Section 401(a)(1) of the CWA, ADEM issued a conditional water quality certification dated June 3, 2005. See Appendix C.

1.5 On-Site Inspection. On May 9, 2005, Lisa Morris and David Monroe of this office conducted a site inspection with Tony Shaddix (ADOT Environmental Technical Section), Rob Hurt (USFWS), and Steven Williams (TVA). A summary of the meeting with photographs are provided in Appendix E. During the inspection, it was noted that the streams and wetlands along SR 24 have been influenced to some degree by the original 1960's highway work. Information (regarding existing conditions provided in the application) was verified. No extraordinary concerns were observed regarding the site or proposal.

CHAPTER 2.0 Public Involvement Process. On April 20, 2005, Public Notice 05-24 (Appendix A) was issued to solicit comments and information necessary to evaluate the probable impacts of the

proposed action on the public interest. The notice was sent to federal, state, and local agencies, elected officials, and other interested parties.

In response to the notice, one comment was received (Appendix B). *There were no requests for a public hearing.* By letter dated May 25, 2005, the US Fish and Wildlife Service (USFWS) states that based on their records and the best information available, it is their belief that there are *no federally-listed or proposed endangered or threatened plant or animal species in the impact area*, and requirements of Section 7(c) of the Endangered Species Act of 1973, as amended, are fulfilled. No significant adverse effects to fish and wildlife, their habitats and human uses thereof are expected to result from the proposed work provided best management practices are followed and all activities are conducted in a manner to eliminate or reduce sedimentation and erosion impacts.

CHAPTER 3.0 Environmental Documentation

3.1 Introduction. The US Department of Transportation, Federal Highway Administration (FHWA), and ADOT completed an Environmental Assessment (EA, Appendix F) addressing the proposed improvements to Alabama SR 24 “Corridor V of the Appalachian Development Highway System” from the Mississippi State Line to SR 247, Franklin County, AL; AL DOT Project APD-355(505). The approximate 6-mile long corridor is now a two-lane facility, with four-lane segments at the eastern end of the project.

3.2 Directive to Adopt FHWA EA. In accordance with 33 CFR 325, Appendix B(8)(c), if another agency is the lead agency in an action as set forth by the CEQ regulations, the district engineer will coordinate with that agency during their preparation of the EA to ensure that the resulting EA may be adopted by the CE for the purposes of exercising its regulatory authority. The FHWA is the lead federal agency in this situation. The Corps has reviewed the accuracy, scope, and content of the FHWA EA, dated February 10, 2003, and agree that it adequately assesses the impacts of the Section 404. Because of this, the CE adopts the EA for the purposes of federal environmental documentation pursuant to the National Environmental Policy Act.

3.3 Summary of EA. The EA concludes that construction of a four-lane, divided highway with a median is the recommended alternative. To the extent possible, the existing road would not be disturbed, with the widening accomplished by construction of a parallel two-lane roadway on the southern side for most of the project length. The widening would cross over into new corridor to avoid disturbance to homes, cemeteries, and other sites.

The EA found that there would be no impacts to historic or archaeological resources, or to federally-protected plant, aquatic, or wildlife species. The EA addresses alternatives, economics, environmental justice, air, noise, water quality, stream and wetland impacts, cumulative impacts and other issues. The EA concluded that there were no issues of controversy or major unresolved issues identified during the development of the EA. Environmental impacts of the project were found to be the relocation of homes, safety (positive), conversion of farmland to highway right-of-way, and the (minor) loss of wildlife and aquatic habitat. Generally, it was found that public and local parties alike expressed a desire to see the project advance as fast as possible. According to the EA, two public hearings were held and all attendees were in favor of the project.

It was found that construction-related impacts of short duration might occur on air/ water quality, and noise levels, as well as inconvenience to motorists and adjacent residents. The EA found that these construction-related impacts could be mitigated by the adherence to standard ADOT best construction management practices, which includes the presence of ADOT quality control inspectors at all times. The EA found that the project would improve transportation, economic growth, promote safety, and time and energy from the population would be saved as a result of the free-flowing traffic facility. The local economy would be stimulated by the use of materials and labor during construction. The long-term economy would be enhanced by the improved ability of industries to transport materials to market areas. The EA was approved for public availability on February 10, 2003. For more detailed findings of the EA, see Appendix F.

3.4 Section 404 (b)(1) Determination. See checklist in Appendix D.

The purpose of Section 404(b)(1) of the CWA is to restore and maintain the chemical and physical, and biological integrity of the waters of the US through the control of discharges of dredged or fill material. Controls are established through restrictions placed on the discharges in Guidelines published in 40 CFR 230. Section 230.10 requires that the discharge meet certain restrictions in order to be authorized. The project is to be evaluated and comply with the following restrictions: (a) there would be no other practicable alternatives to the proposal that would have less adverse impacts on the aquatic environment, (b) the discharge would not adversely impact water quality, violate State water quality or toxic effluent standards, or jeopardize the continued existence of a threatened or endangered species as identified under the Endangered Species Act, (c) the discharge would not cause or contribute to the significant degradation of waters of the US, and (d) the project would be designed in such a manner as to minimize to the extent possible the adverse impacts on the aquatic environment.

Based on the probable impacts addressed above, compliance with the restrictions, and all other information concerning the fill materials to be used, the proposed work complies with the Guidelines and the intent of Section 404(b)(1) of the CWA.

3.5 Water Quality Certification. In accordance with Section 401(a)(1) of the CWA, ADEM issued conditional water quality certification dated June 3, 2005 (Appendix C).

3.6 Recommended Special Permit Conditions. The following recommended permit conditions, when applicable, are typically included in most DA permits, and are necessary to comply with federal law, while affording appropriate and practicable environmental protection.

1. The work must be in accordance with any plans attached to this permit. A copy of the permit must be available on the site and you must ensure that all contractors are aware of its conditions and abide by them. *Justification: Recommended at 33 CFR 325, Appendix A.*
2. The disturbance to riparian vegetation shall be kept to a minimum during construction. The work shall be conducted during low flow periods. *Justification: Environmental Protection.*

3. The sum of 3.23 Mitigation credits shall be debited from the Jackson County Mitigation Bank prior to commencement of construction activities in the wetland areas. You shall provide written verification to this office at least 30 days prior to commencing work in the wetland areas that these credits have been debited. *Justification: Environmental Protection.*

4. AL DOT will mitigate the tributary relocations with in-kind channel reconstruction and on-site tree and shrub mixture plantings to the south of the relocated channels, as shown on the AL DOT plans. Prior to turning stream flow(s) into the new channel(s) at Sites 7 and 13, the relocated channel shall be stabilized as described in the permit and this office shall inspect the new channels for compliance. Tree planting shall be done on 15-foot centers, no further than 3-feet from the top edge of the bank and can be performed in the fall after the new channels are completed and functioning. *Justification: To provide shading and habitat for wildlife and aquatic species.*

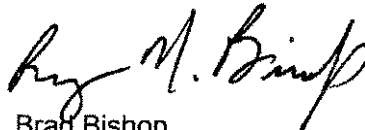
3.7 Findings of No Significant Impact (FONSI). Based on a full consideration of the FHWA EA, and from our public interest review, I have concluded that issuance or denial of the requested permit would not constitute a major federal action that would significantly affect the quality of the human environment. This constitutes a FONSI; therefore, the preparation of an Environmental Impact Statement is not required. This FONSI was prepared in accordance with paragraph 7a, Appendix B, 33 CFR 325, February 3, 1988.

3.8 Public Interest Determination. I have reviewed the application and the responses to the Public Notice. The information contained in the adopted EA indicates that the proposed action would benefit the public with a more efficient and safer roadway. Further, it would cause only negligible net impacts to the environment. Wetland impacts would be mitigated for at the Jackson County Bank at a 2:1 ratio. The stream and tree mitigation plan should promote aquatic and wildlife habitat after a period of time. The proposed project would not affect any federally-protected species or properties eligible for or listed in the National Register of Historic Places. The general public (Red Bay, AL) that uses this section of roadway would benefit with safer roadway conditions, less lost time, and easier flowing traffic. Inconveniences during construction would be temporary. There were no requests for public hearing. I have weighed the potential benefits that may be accrued as a result of the proposed action against its reasonably foreseeable detrimental effects and conclude that permit issuance would not be contrary to the public interest. The general conditions contained within the DA permit together with incorporating the recommended special conditions adequately address the environmental concerns identified in this document.

FOR THE COMMANDER:

6/9/05

Date



Brad Bishop
Chief, Western Regulatory Section
Operations Division



US Army Corps
of Engineers®

Nashville District

Public Notice

Public Notice No. **05-24**

Date: **April 20, 2005**

Application No. **2005-00835**

Expiration Date: **May 20, 2005**

Please address all comments to:
Nashville District Corps of Engineers, Regulatory Branch
(Attn: Lisa R. Morris), 3701 Bell Road, Nashville, TN 37214

JOINT PUBLIC NOTICE
US ARMY CORPS OF ENGINEERS
TENNESSEE VALLEY AUTHORITY
STATE OF ALABAMA

SUBJECT: Proposed Wetland and Stream Fill associated with Expansion of State Route (SR) 24 "Corridor V of the Appalachian Development Highway System" from the Mississippi State Line to SR 247, Franklin County, AL - AL DOT Project APD-355(505)

TO ALL CONCERNED: The project described below has been submitted for a Department of the Army (DA) permit pursuant to Section 404 of the Clean Water Act (CWA), a Tennessee Valley Authority (TVA) permit pursuant to Section 26a of the TVA Act, and a state of Alabama water quality certification pursuant to Section 401 of the CWA. Before any federal permit can be issued, the state must certify that applicable water quality standards will not be violated by the proposed work. By copy of this notice, the applicant hereby applies for the required certification.

APPLICANT: Alabama Department of Transportation (AL DOT)
1409 Coliseum Boulevard
Montgomery, Alabama 36130

LOCATION: 13 Sites of Tributaries and Wetlands Adjacent to Tributaries of Bear Creek Mile 61.4, including Mud Creek at Mile 1.8, and Vinson Branch at Mile 1.0, in Franklin County, Alabama. Bear Creek is a tributary of the Tennessee River at Mile 224.6L, Pickwick Lake. USGS Map: Halltown, AL and Red Bay, AL-MS (LAT: 34.27.30, LONG: 88.00.00).

DESCRIPTION: The proposed work involves the construction of a four-lane highway on existing and new alignment, south of the City of Red Bay, starting at the Alabama/Mississippi State Line, continuing to just west of Bear Creek to SR 247. The purpose of the project is to expand the existing SR 24 from a two-lane to a four-lane highway with a

File No. 2005-00835
PN 05-24

median and two travel lanes. The project would require the deposit of fill material into 3.23 total acres of jurisdictional wetlands and 0.43 total acres of stream channel for construction of roadway lanes, culverts, pipes, and riprap at outlets. Two tributary relocations are proposed (Sites 7 and 13). AL DOT proposes to mitigate the impacts of the wetland fill by debiting 3.23 credits from the AL DOT Jackson County Mitigation Bank. Each credit is equivalent to 2 wetland acres (2:1 ratio). AL DOT proposes to mitigate the tributary relocations with in-kind channel reconstruction and on-site tree and shrub mixture plantings to the south of the relocated channels. The purpose of the project is to provide a safe and efficient transportation facility to meet existing and project future traffic demands. The following is proposed as shown on the attached plans:

Site 1 (Pond): A small pond along SR 19 would be drained to allow the existing tributary of Bear Creek to resume natural flow and channel dimensions.

Site 2 (Culvert Extension): Existing 48" CMP culvert would be extended by 80'. The existing stream channel is roughly 3' wide. Plans show 0.01-acre stream impact.

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Site 13 (870' Tributary Relocation): At this location, the new roadway slightly encroaches onto the existing 4' wide tributary channel which would be relocated about 10' to 20' to the south at the existing dimensions. Estimated deposit of fill material is 1,289 cubic yards. Plans show 0.08-acre stream impact.

The decision whether to issue a permit will be based on an evaluation of the probable impacts including cumulative impacts of the activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources.

The benefit, which reasonably may be expected to accrue from the work, must be balanced against its reasonably foreseeable detriments. All factors, which may be relevant to the work, will be considered including the cumulative effects thereof; among those are conservation, economics, aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shore erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, considerations of property ownership, and, in general, the needs and welfare of the people. In addition, the evaluation of the impact of the activity on the public interest will include application of the guidelines promulgated by the Administrator, Environmental Protection Agency, under authority of Section 404(b)(1) of the CWA (40 CFR Part 230). A permit will be granted unless the District Engineer determines it to be contrary to the public interest.

ALDOT and the Federal Highway Administration (FHWA) signed a combined reevaluated Environmental Assessment (EA)/ Findings of No Significant Impact (FONSI) on February 10, 2003, for the proposed work. In accordance with 33 CFR 325, Appendix B(8)(c), the Corps of Engineers may adopt, update, and/or supplement the FHWA EA/FONSI for the purposes of federal environmental documentation pursuant to the National Environmental Policy Act (NEPA). A copy of the EA/FONSI may be obtained by contacting Lisa Morris, of this office. In addition, the Corps is soliciting comments from the public; federal, state, and local agencies and officials; Indian Tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps to determine whether to issue, modify, condition, or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historical properties, water quality, general environmental effects, and the other public interest factors listed above. Comments will be used in the preparation of our Decision Document and Supplemental EA. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

Cultural Resources: Appendix A of the EA/FONSI contains a letter to the Alabama Historical Commission (AHC) stating that a Cultural Resources Phase I Archaeological Survey was performed for Corridor V. The findings of that survey are discussed in the EA. Also in the EA is a letter from the AHC, dated March 23, 2001, stating that the project would have no effect on any known standing structure listed on or eligible for the National Register of Historic Places. But should any archaeological cultural resources be encountered during project activities, work shall cease and their office will be consulted immediately. This review constitutes the full extent of cultural resources investigations unless comment to this notice is received documenting that significant sites or properties exist which may be affected by this work, or that adequately documents that a potential exists for the location of significant sites or properties within the permit area. Copies of this notice are being sent to the AHC, the office of the State Historic Preservation Officer.

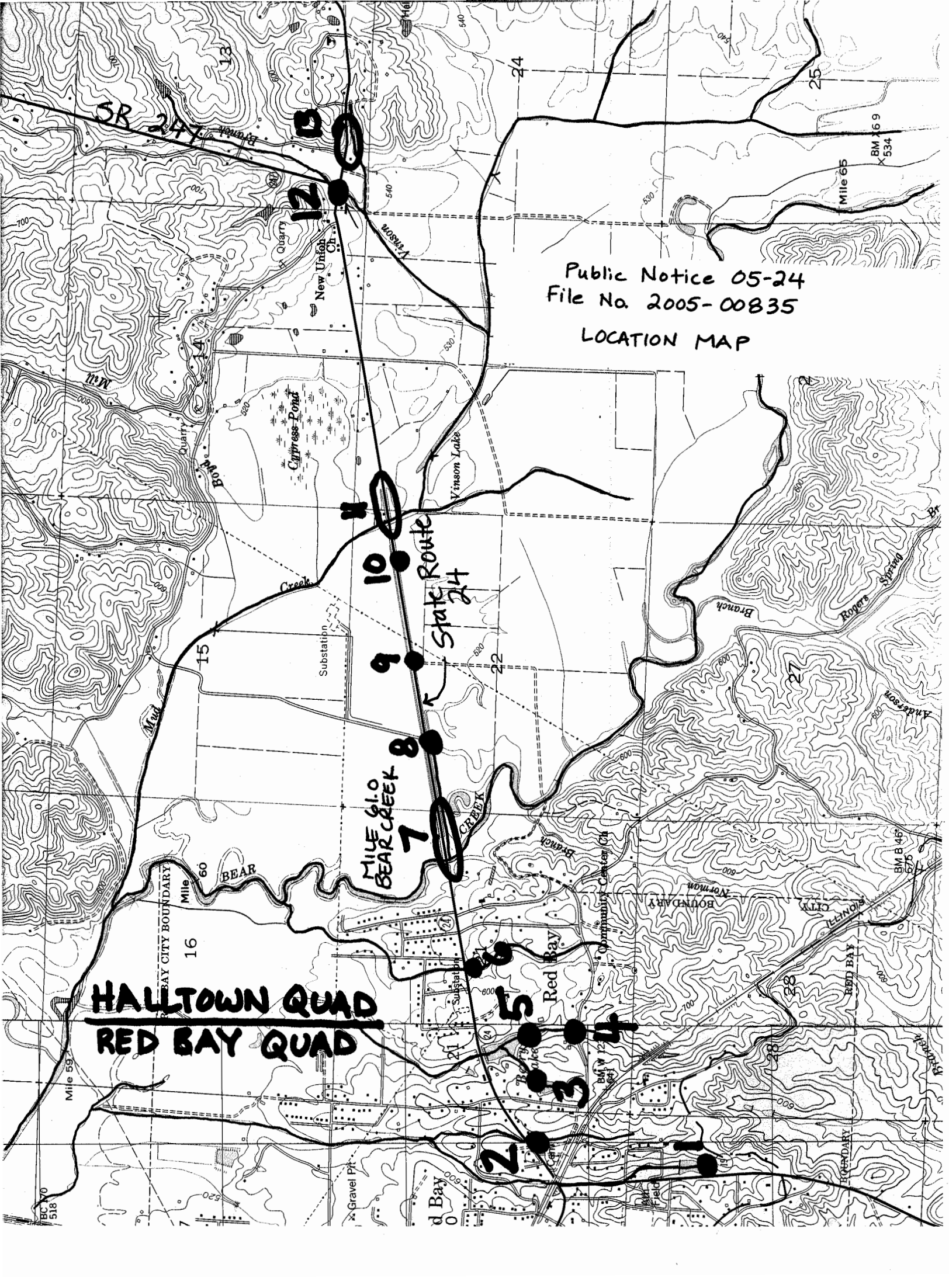
Protected Species: Appendix A of the EA/FONSI contains a letter, dated March 20, 2001, from the US Fish and Wildlife Service to the FHWA stating that after reviewing the results of the FHWA threatened and endangered species survey of the project corridor, USFWS concurs that no listed species occur in the project area. Based on available information, it is the Corps opinion that the proposed work will not destroy or endanger any federally listed threatened or endangered species or their critical habitats, as identified under the Endangered Species Act, and, therefore, initiation of formal consultation procedures with the USFWS is not planned at this time.

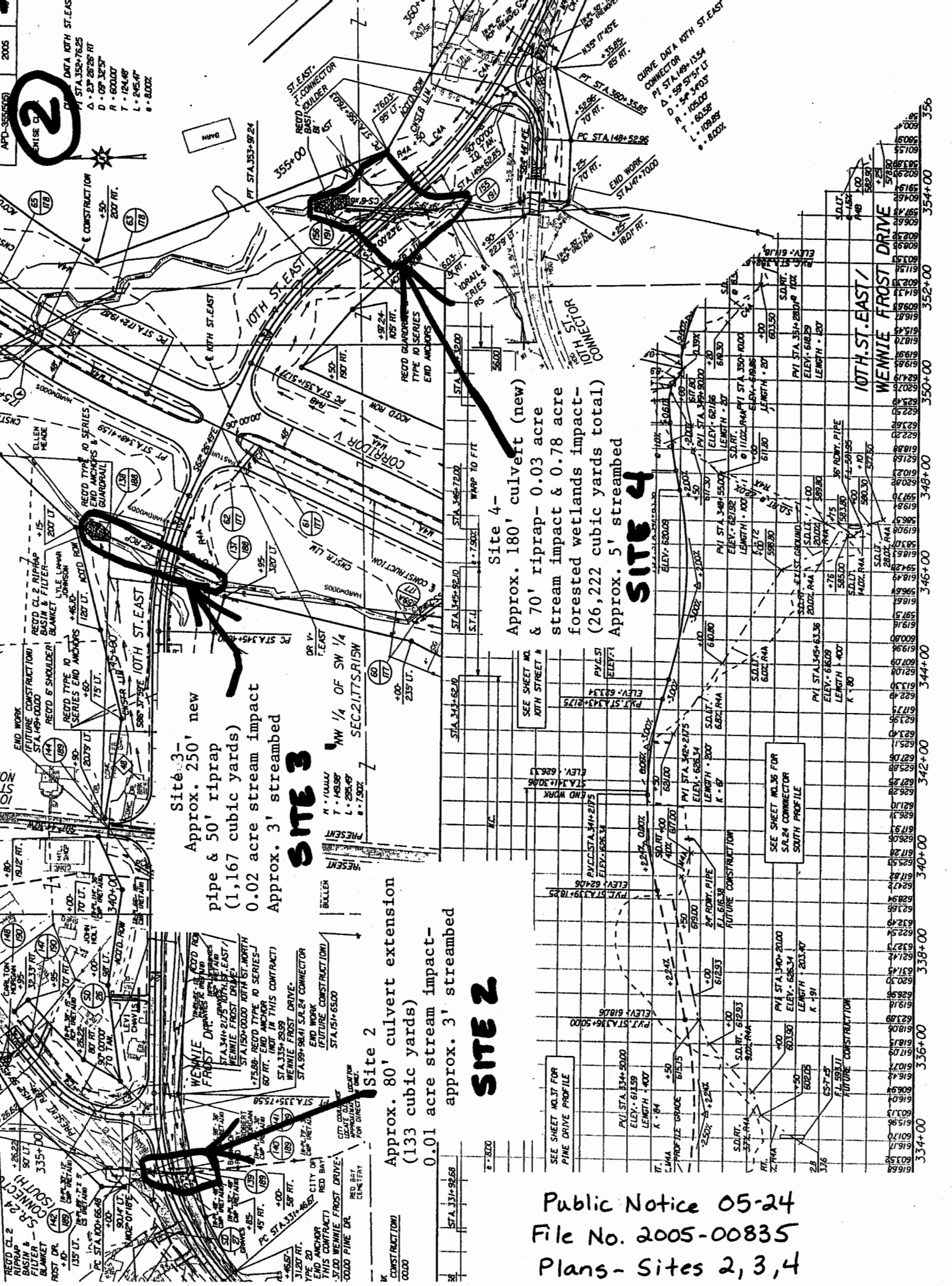
In addition to the DA permit, other federal, state, and/or local approvals may be required for the proposed work. Water quality certification from the state of Alabama is required. TVA approval pursuant to Section 26a of the TVA act is required. In addition to other provisions of its approval, TVA would require the applicant to employ best management practices to control erosion and sedimentation to prevent adverse aquatic impacts.

Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this application. Requests for hearings shall state, with particularity, the reasons for holding a hearing. **Written statements received in this office on or before May 20, 2005, will become a part of the record and will be considered in the determination.** Any response to this notice should be directed to the Regulatory Branch, Attn: Lisa Morris, telephone (615) 369-7504. It is not necessary to comment separately to the state or TVA since copies of all comments will be sent to those agencies to become part of their record on the proposal. However, if comments are sent to TVA, they should be mailed to P.O. Box 1010, Muscle Shoals, AL 35662, telephone (256) 386-2228. Comments to ADEM can be sent to Tonya Mayberry, PO Box 301463, Montgomery, AL 36130, and telephone (334) 394-4307.

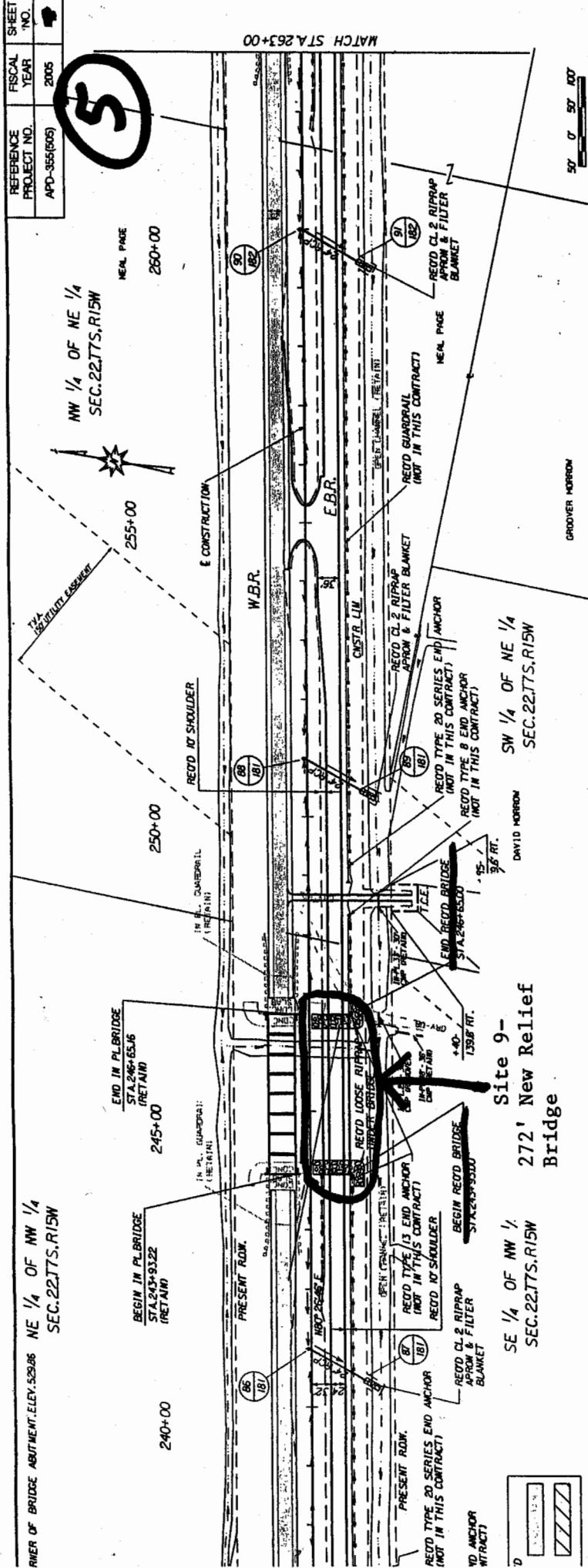
Public Notice 05-24
File No. 2005-00835
LOCATION MAP

HALLTOWN QUAD
RED BAY QUAD



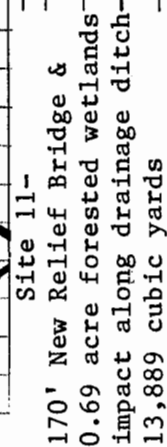


Public Notice 05-24
File No. 2005-00835
Plans - Sites 2, 3, 4



SITE 9

Public Notice 05-24
File No. 2005-00835
Plans - Site 9



Site 11-

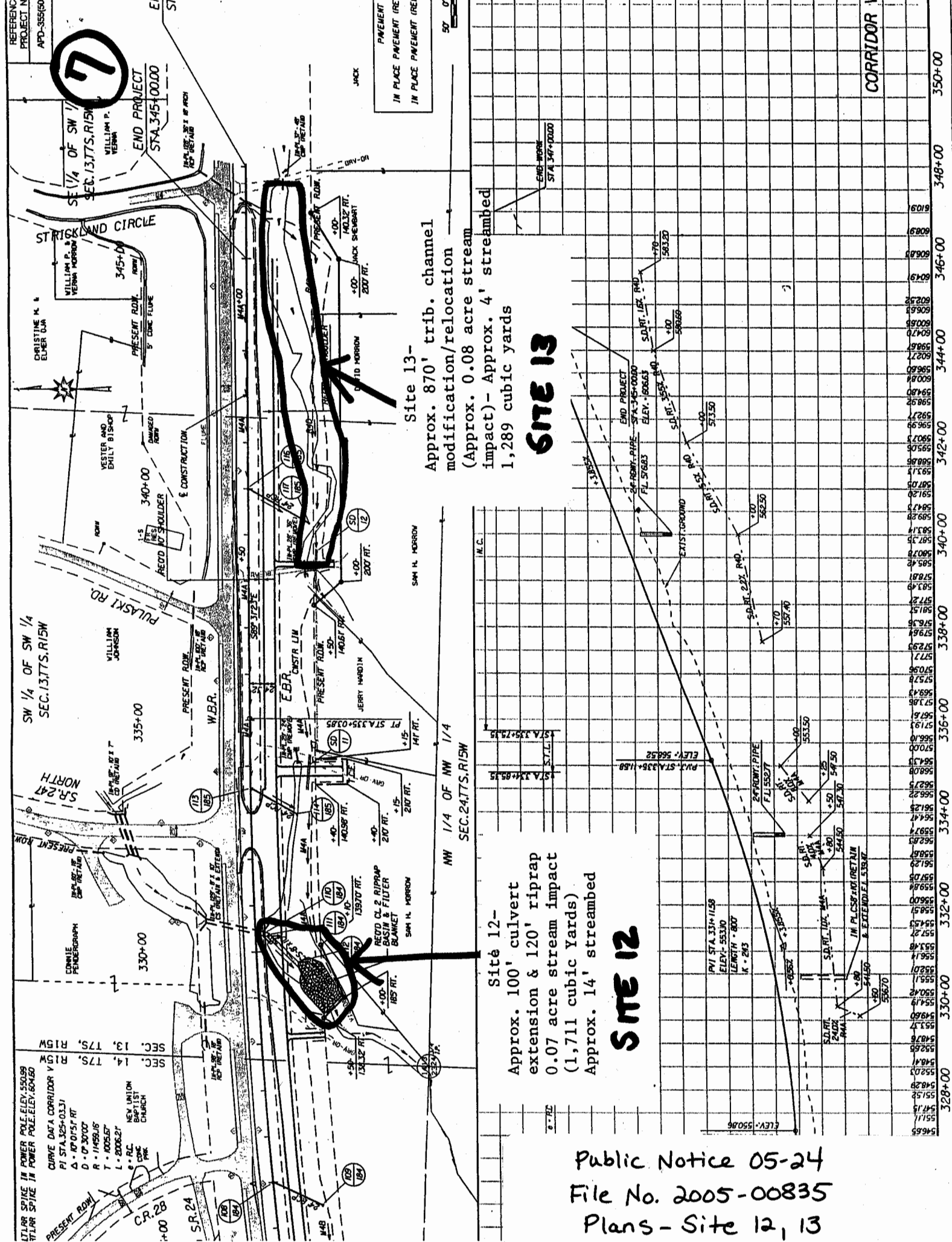
1170' New Relief Bridge &
0.69 acre forested wetlands
impact along drainage ditch-
13,889 cubic yards

SITE 11



Site 10-
204^{NE} New Relief
Bridge

Public Notice 05-24
File No. 2005-00835
Plans - Site 10, 11



Public Notice 05-24
File No. 2005-00835
Plans - Site 12, 13

APPENDIX B

Public Notice Comments

File No. 2005-00835
AL DOT
State Route 24
Corridor V MS State Line To S.R. 247



United States Department of the Interior

FISH AND WILDLIFE SERVICE
1208-B Main Street
Daphne, Alabama 36526

IN REPLY REFER TO:
05-0401

May 23, 2005

District Engineer
U.S. Army Corps of Engineers
3701 Bell Road
Nashville, TN 37214

Attention: Ms. Lisa Morris

Dear Sir or Madam:

This is the report of the U.S. Fish and Wildlife Service (Service) concerning public notice 05-24, application No. 200500835 joint public notice U.S. Army Corps of Engineers (Corps), Tennessee Valley Authority (TVA), and the State of Alabama, in which the applicant, Alabama Department of Transportation (ALDOT), is proposing wetland and stream fill associated with the expansion of State Route (SR) 24 (Corridor V of the Appalachian Development Highway System) from the Mississippi state line to SR 247, Franklin County, Alabama.

The proposed work involves the construction of a four-lane highway on existing and new alignment, south of the City of Red Bay, Franklin County, Alabama, starting at the Mississippi/Alabama state line, continuing east to the junction with SR 247. As described, the purpose of the project is to expand the existing SR 24 from a two-lane to a four-lane highway with a median and two travel lanes. In so doing, this project would require the placement of fill material into 3.23 total acres of jurisdictional wetlands and 0.43 total acres of stream channel to construct highway, culverts, pipes, and erosion control (i.e. riprap) at culvert/pipe outlets. As designed, two tributaries would be relocated. ALDOT proposes to mitigate for these wetland impacts by debiting 3.23 credits from the ALDOT Jackson County Mitigation Bank, located near the town of Stevenson, Jackson County, Alabama. One credit is equal to 2 wetland acres (i.e. 2:1 ratio) at the ALDOT bank. ALDOT proposes stream mitigation through in-kind channel reconstruction and on-site tree and shrub mixture plantings to the south of the relocated stream channels. The purpose of the project is to provide the public a safe and efficient transportation facility to meet existing and projected future traffic demands.

This report is prepared in accordance with the requirements of the Endangered Species Act of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.), and Fish and Wildlife Coordination Act (16 U.S.C. 661-667e) and is to be used in your determination of 404 (b) (1) guidelines compliance (40 CFR 230) and in your public interest review (33 CFR 320.4) as they relate to protection of fish and wildlife resources.

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35 MAY 2005

A review of the Service's endangered species database revealed that the proposed project is located approximately 7 miles upstream of the designated Critical Habitat for the Cumberlandian combshell mussel (*Epioblasma brevidens*), an endangered species. Critical Habitat was designated for this species in September 2004 and was delineated as follows: Bear Creek from backwaters of Pickwick Lake at river mile 23, Colbert County, Alabama, upstream through Tishomingo County, Mississippi, ending at the Alabama/Mississippi state line (USFWS 2004). Hence, the designation took place after the environmental review conducted by ALDOT for this project (date of project approval: February 10, 2003). However, since the project is located upstream and outside Critical Habitat for this species, we conclude this project would not appreciably diminish the value of Critical Habitat for the Cumberlandian combshell mussel. Therefore, formal consultation for this mussel and its Critical Habitat is not needed.

Further review of our database revealed the project is located within the range of the federally-listed endangered Leafy prairie clover (*Dalea foliosa*), the endangered Tennessee yellow-eyed grass (*Xyris tennesseensis*), the threatened Lyrate bladderpod (*Lesquerella lyrata*), and the threatened Eggert's sunflower (*Helianthus eggertii*). A vegetative survey was conducted for this project in January 2001. That survey found no Leafy prairie clover, Tennessee yellow-eyed grass, or Lyrate bladderpod within the bounds of the proposed highway expansion alignment/right-of-way. In January 2001, there was no knowledge or historical records of the Eggert's sunflower being located in Franklin County, Alabama. Therefore, ALDOT's contract botanist did not search for the sunflower.

However, later that same year (during the fall of 2001), a private consultant botanist for TVA found a population of Eggert's sunflower while surveying for listed plant species on a separate state highway project (expansion of SR 13) located in Franklin County, Alabama. Since this new population of Eggert's sunflower was found, the Service has added the sunflower to the list of federally endangered and threatened species known to occur in Franklin County.

On April 28, 2005, a representative of ALDOT contacted the Service to discuss the need for conducting further vegetative surveys along the SR 24 expansion alignment to account for the presence/absence of Eggert's sunflower. In subsequent phone calls between Service biologists, it was determined that further vegetative surveys would be necessary to verify this plant's presence/absence along the proposed project alignment. On May 2, 2005, the Service contacted ALDOT to inform them of the need for further botanical surveys. ALDOT informed the Service that the consulting botanist who originally surveyed this project would be contracted to survey this area once again for the listed plant species.

On May 9, 2005, representatives from the Corps, TVA, ALDOT, and the Service visited the proposed project site(s) to review project plans and to discuss project impacts on fish, wildlife, and plant resources. Concerns for a federally-listed threatened plant species, potentially located on, or near, the proposed highway construction alignment, as well as, the impacts to wetlands and streams were discussed. At the time agency representatives met, ALDOT's contract botanist had not conducted the re-survey of the area. Agency representatives visited several sites where streams and/or wetlands would be affected by the proposed project. The discussion at these sites mostly concentrated on how wetland and stream impacts would be mitigated both on and off-site.

The project area was re-surveyed on May 9, 2005 by Mr. Scott Gunn, Southeastern Botanical Survey, to verify the presence of the four listed plant species known to occur in Franklin County, plus an additional Federally threatened species, the Price's potato-bean (*Apios priceana*). Mr. Gunn re-surveyed several marginally suitable habitat sites for these species located along the proposed highway alignment. However, none of the listed plant species were found during his survey effort.

We reviewed Mr. Gunn's survey results and by this letter to the ALDOT, the Service concurs with those results. The Service concludes, therefore, no further endangered species consultation would be required for this project, unless: 1) the identified action is subsequently modified in a manner that causes an effect on listed species or a designated Critical Habitat; 2) new information reveals the identified action may affect Federally protected species or designated Critical Habitat in a manner or to an extent not previously considered; or 3) a new species is listed or Critical Habitat is designated under the Endangered Species Act that may be affected by the identified action.

The stream channel mitigation proposed for this project is reasonable, but we believe that the design of the stream channels should be re-evaluated. We encourage ALDOT to avoid use of concrete-lined and/or riprap lined channels. Instead, we recommend the employment of bioengineering techniques for stream channel and stream bank design such as use of coir matting, logs, blankets or similar products; particularly in ephemeral or intermittent channels. For perennial flowing streams, we recommend incorporating native materials such as logs, rootwads, and large rock into stream channel design in an attempt to mimic natural conditions of the subject stream channel. Stream channel designs should reflect that of the existing stream conditions. For instance, the impacted stream channel's dimension, pattern, and profile should be matched in the design of the relocated or altered stream channel. We concur with ALDOT, all stream channels and stream banks altered by the proposed action would be mitigated by reestablishment, and in some cases, establishment of a vegetated buffer (riparian) along the length of these impacted stream reaches. We recommend the planting of native trees and shrubs consistent with those species growing in riparian areas of streams in northwest Alabama.

As proposed, three existing culvert structures would be extended and three new culverts would be constructed to accommodate stream flows under the proposed highway facility. ALDOT proposes to place differing lengths of riprap downstream of the outlet of each of these culverts to help protect these structures from erosion and to minimize stream incision downstream from these structures. We appreciate ALDOT's concern with regard to stream incision (down-cutting), however, we recommend, where practicable, the reduction in the amount of riprap placed in the stream channel to accomplish this measure.

We recommend culvert structures be oversized to accommodate appropriate flood events and be placed below existing stream substrate levels to reduce the likelihood of stream incision (down-cutting) occurring downstream of the culvert outlet. The culverts should also be placed at, or near the slope of the existing stream channel. By burying the oversized culvert, aquatic organisms utilizing these stream reaches are afforded easy access into and migration through these structures. After the culvert is properly placed and once stream flows are returned through

the structure, stream substrata (sediment, gravel, cobble) would move into the bottom of the culvert and settle out, forming a similar streambed that occurs upstream and downstream from the structure. These conditions are desirable for the aquatic biota as compared to a culvert structure with an exposed, corrugated or concrete-lined bottom.

Three bridges are proposed for construction. We understand that each bridge would require the construction of bridge piers to support the bridge decking. The bridge piers for the bridges crossing Bear Creek proper and Mud Creek, a tributary to Bear Creek, would have direct impacts on these streams. Therefore, all measures necessary to protect water quality and aquatic habitat near these structures should be employed. A third bridge would be constructed between Mud Creek and Bear Creek and would act as a relief structure to accommodate flood waters occurring on the shared floodplain of these two streams.

We concur with ALDOTs proposal to mitigate, in-kind wetland impacts at their Jackson County Wetland Mitigation Bank. However, since this project is located west of the I-65 corridor in the Tennessee Valley, it would fall into the service area for the Town Creek Wetland Mitigation Bank, located near the town of Wolf Springs, Alabama on state route 157. Once ALDOTs Town Creek Wetland Mitigation Bank receives final approval to release credits, we recommend the credits debited from the Jackson County bank for this project be transferred to the Town Creek bank. We continue to encourage avoidance of wetlands; minimization of wetland impacts; and finally, when wetlands are impacted, we recommend mitigation of those impacts within the same watershed; where practicable.

Best Management Practices (BMPs) are essential in minimizing adverse impacts to fish and wildlife resources. Therefore, BMPs and their appropriate use should be employed prior to and maintained throughout the duration of the project (e.g. during all phases of construction for this project) to avoid or minimize sedimentation into Bear Creek, Mud Creek, and the various tributaries to Bear Creek impacted by this project. To further reduce sedimentation impacts into Bear Creek proper and the Tennessee River, the Service recommends that the proposed activities occur during low flow conditions (generally July through September). As noted above, this project is located upstream from the designated Critical Habitat for the Cumberlandian combshell mussel (*Epioblasma brevidens*). Therefore, any and all activities associated with the construction of this highway facility need to be conducted in a manner to eliminate and/or reduce sedimentation and erosion impacts in Bear Creek. Waterbodies adjacent to land disturbance activities should be protected from surface runoff, rill erosion, streambank sloughing, and gullyng. We recommend the use of erosion control devices, such as silt fences, hay bales, and straw mulch to reduce sedimentation. These control measures should be constructed appropriately, to design specifications.

No significant adverse effects on fish and wildlife resources are expected to result from the proposed action if the BMPs and stream channel mitigation, as proposed, is implemented. Therefore, the Service has no objections to the issuance of this permit. Our comments are provided in accordance with provisions of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.) and the Endangered Species Act of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.).

We appreciate the opportunity to comment on this project and request that we be kept informed of the progress of this project. For questions or concerns please call Mr. Rob Hurt of my staff at (256)353-7243, ext. 29.

Sincerely,

A handwritten signature in black ink, appearing to read "Larry E. Goldman". The signature is fluid and cursive, with the first name "Larry" being more prominent than the last name "Goldman".

Larry E. Goldman
Field Supervisor

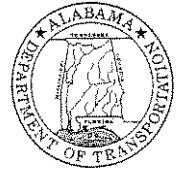
cc: Mr. Stephen Williams, TVA, Muscle Shoals, AL
Mr. Jon Hornsby, Alabama Wildlife & Freshwater Fisheries Division, Montgomery, AL
Ms. Tonya Mayberry, ADEM, Montgomery, AL
Ms. Morgan Jackson, EPA, Atlanta, GA
Mr. Rob Hurt, USFWS, Decatur, AL



Bob Riley
Governor

ALABAMA DEPARTMENT OF TRANSPORTATION

1409 Coliseum Boulevard, Montgomery, Alabama 36110



Joe McInnes
Transportation Director

May 11, 2005

Wheeler National Wildlife Refuge
Attention: Mr. Rob Hurt
2700 Refuge Headquarters Road
Decatur, AL 35603

RE: Project No. APD-355(505), Public Notice No. 05-24
Red Bay Bypass
Franklin County

Dear Mr. Hurt:

Please find attached the botanical survey for federally listed species for the above referenced project. It is the opinion of AL DOT biologists that the proposed project would not affect any federally listed species.

Your assistance in this matter is appreciated. If further information is needed, please contact Mr. John Shill, telephone number (334) 242-6132.

Sincerely,

Don T. Arkle, Chief
Design Bureau

By: Tony Shaddix
for Alfredo Acoff, Coordinator
Environmental Technical Section

ts

attachments

cc: FHWA

Ms. Lisa Morris, Corps
Mr. Chuck Sumner, Corps
Mr. Stephen Williams, TVA
file 2

2005 35

SOUTHEASTERN BOTANICAL SURVEY

May 10, 2005

Mr. Tony Shaddix
Alabama Department of Transportation
1409 Coliseum Boulevard
Montgomery, Alabama 36130

RE: Project No. APD-355(505)

Dear Tony:

This letter is submitted to report the results of my second botanical survey of the proposed Alabama State Route 24 bypass of the town of Red Bay in Franklin County. My first survey of this route was performed January 8-9, 2001 (subsequently reported on January 12, 2001). Its purpose was to examine the proposed route for the occurrence, or potential for occurrence of three federally listed plant species: lyrate bladderpod (*Lesquerella lyrata*), Tennessee yellow-eyed grass (*Xyris tennesseensis*) and leafy prairie-clover (*Dalea foliosa*). The second survey, which re-examined only selected portions of the route, was performed on May 9, 2005 for the purpose of assessing the presence, or potential presence, of two additional federally listed Threatened plant species: Eggert's sunflower (*Helianthus eggertii*) and Price's potato-bean (*Apios priceana*).

My field investigations for the first survey naturally covered the entire proposed route. However, for this second investigation, I re-examined only a few areas. The re-survey was directed by existing literature dealing with descriptions of each species' typical habitats, my personal experience with each species in the field, my descriptions of habitats along the routes (as provided in my afore-mentioned report) as well as my re-collection of the habitats, and my final re-observation of some of those habitats on the proposed route. With respect to the last two plants, Eggert's sunflower typically is associated with what is termed the barrens ecosystem within the Interior Low Plateau physiographic province (D. White and J. A. Ratzlaff, 1999, *Recovery Plan for Helianthus eggertii* (Eggert's sunflower), U. S. Fish and Wildlife Service, Southeast Region, Atlanta, FINAL DRAFT) in semi-open habitat, similar to wooded tallgrass prairie, as described by H. R. DeSelm (1989, *The barrens of Tennessee, The Journal of the Tennessee Academy of Science*, 64:89-95), whereas Price's potato-bean is a plant of rich, well-drained deciduous-wooded slopes over limestone or other calcareous substrates (R. Kral, 1983, *A Report on Some Rare, Threatened, or Endangered Forest-Related Vascular Plants of the South, Technical Publication R8-TP 2, Vol. 1, USDA Forest Service, Southern Region, Atlanta* and S. C. Gunn, 2001, *Results of de novo searches for Price's potato bean* (Apios priceana B. L. Robinson) along upper reaches of the Alabama River, middle reaches of the Tombigbee River and lower reaches of the Black Warrior River, unpublished report to the U. S. Fish and Wildlife Service, Jackson Field Office, Jackson, Mississippi). These descriptions and my personal observations of both species at a variety of localities, combined with the findings of the original survey, confirm that no suitable habitat for either of these species exists anywhere along the proposed route. However, in the absence of field observations, what may be construed as marginally suitable habitat (and here is where my recollection of the route contributes to the present findings) possibly occurs along the eastern terminus of the proposed route near its junction with SR 247, along the west bank of Bear Creek, and in mixed pasture and bordering woodlands in the area where the proposed routes crosses the 10th Street Connector immediately east of the abandoned railroad right-of-way. It was these areas that were re-examined for the second survey.

I will begin with Price's potato-bean. While this was not an optimal time to search for this species (it probably is not yet growing above ground), observations about habitats can yield conclusive results. No calcareous substrates are exposed anywhere along the proposed route, nor are they near the soil surface, except in two deeply eroded streams along the west end of the proposed route (where they are submerged - see the original survey report), and near the eastern terminus of the proposed route immediately north of SR 24 (*i.e.*, outside the survey area). If Price's potato-bean were to occur along the route, the western bank of Bear Creek is the location where it would be expected. There one might predict an exposure of the local Bangor limestone bedrock on the face of the slope opposing the broad expanse of the flood plain to the east. However, re-examination of this site confirmed that, in addition to the lack of exposure of calcareous substrates, all soils present in this location are depositional, all tree cover at this site is generally riparian (*i.e.*, comprising species not typically dominating rich deciduous woods on calcareous slopes) and successional, and all the herb layer is cleared lawn. All other woodlands along the route are on soils weathered from the sands, sandstones and gravels of the Eutaw and Gordo Formations. I can state confidently that Price's potato-bean does not occur within the proposed route of the bypass.

Eggert's sunflower is a bit more problematic. While early May is not an optimal time for a survey, the plant is already growing above ground. Immediately prior to performing the present survey, a visit was made to a known occurrence of Eggert's sunflower located just southeast of Phil Campbell, a small town situated toward the southeastern corner of Franklin County approximately 25 miles east-southeast of Red Bay. This visit revealed about two-dozen specimens, some of which were already around two feet in height. At this stage, the species is relatively easy to identify in the field, so if it were present along the proposed bypass route, it would be easily visible. Nevertheless, there is no habitat along the route that conforms to the White and Ratzlaff and DeSelm descriptions (but there is habitat very similar to these descriptions found along SR 24 at, and flanking its junction with Old Nauvoo Road, well east of Red Bay toward Russellville). However, the species is reported (perhaps predicted, since no county records are given) for northwestern Alabama by R. Kral (1983, Vol. 2) as typically occurring in open oak-hickory upland woods, usually in small natural or artificial clearings, or beneath open stands of trees, and always on well-drained (relatively low in moisture), usually gravelly soils with a high silicon content from weathered chert. This description conforms well to the habitat in which the Phil Campbell plants are found. They are in a well-drained, upland oak-hickory woodland with open margins and a relatively diverse herbaceous component.

In addition, according to the Franklin County Soil Survey (USDA, 1965), the Phil Campbell population occurs on rock land, limestone - rock land, sandstone association soils. These soils are confined to the east-southeast portion of the county. On the other hand, soils in the survey area comprise Savannah-Rushton-Saffel association and Guin-Cuthbert-Rushton association soils. These predominantly are soils of the Coastal Plain (*i.e.*, they are depositional), while soils of the former appear to have more affinity with the proximal Cumberland Plateau (Coal Basin), Moulton Valley and Little Mountain provinces (*i.e.*, they are weathered from the underlying geology, which includes limestones and cherts). This also results in subtle differences among the local floras of the two areas. Though most of their plant species probably are shared, the differences are nonetheless readily perceptible in the field, especially to a trained eye. At any rate, the differences in the soils further bolster the observation that no suitable habitat for Eggert's sunflower exists along the route of the proposed bypass.

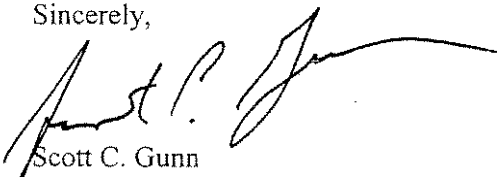
Finally, for those areas along the proposed route that may resemble, at least superficially, any of the above descriptions of Eggert's sunflower habitat, a re-survey was performed. There were only two. They are located on the low slopes along the eastern terminus of the proposed route, adjacent to the flood plain of Bear

Creek, and in the pastures on either side of the 10th Street Connector, immediately east of the old railroad right-of-way. The former site is predominantly open, disturbed agricultural land with some residential lawn. Much of this area along SR 24 is open and grassy, and it is frequently mowed. There is no mature woodland, and trees that are present are generally successional and young, and surrounded by dense shrubby growth. The latter area has some open field and pasture intermixed with woodland. The woodlands are either native oak-dominated second-growth forest or successional, mixed hardwood and pine. Most of these woodlands are cluttered with saplings, vines and dense leaf litter and have weedy, shrubby margins. However, some of the woodland margins are open, but this is a result of grazing and browsing from cattle. R. Kral (1983, Vol. 2) has observed that both cultivation and grazing eliminate the species. No Eggert's sunflower was observed at either of these locations and habitats in both areas are deemed to be unsuitable for the species. The remainder of the route is predominantly hardwood forested with a significant pine component, and several pine plantations also are present. All of these woods generally tend to be cluttered with dense understory and shrub layer growth (many have been recently logged) and dense leaf and/or needle litter. Their margins either are scrubby, or else are kept open by grazing or by lawn maintenance. No habitat considered suitable for Eggert's sunflower was found west of the railroad right-of-way.

With respect to the three other federally listed species whose presence was assessed by the original study, a cursory, but hasty re-consideration of their potential occurrence along the proposed bypass route was made during the present survey. Lyrate bladderpod (*Lesquerella lyrata*), if occurring along the route, was expected at the route's east terminus. No suitable habitat (other than road shoulder) was found in the first study, and no specimens were seen during this survey. A visit to the type locality in eastern Franklin County on the same day confirmed that the flowering season for this species has past. However, a survey of SR 24, from its junction with SR 247 nearly to Russellville, that I performed during the spring of 2003 (and reported in September, 2003), was conducted at a time of peak flowering for the species. That survey informally overlapped into the eastern portion of the proposed Red Bay bypass corridor, and the plant was not found at that time. Neither Tennessee yellow-eyed grass (*Xyris tennesseensis*) nor leafy prairie-clover (*Dalea foliosa*) were searched for at this time because the original survey failed to identify any suitable habitat.

I conclude that neither Eggert's sunflower nor Price's potato-bean occur within the corridor of the proposed SR 24 bypass of Red Bay. Neither geology, pedology, naturally occurring vegetation, nor past and/or present land use within the proposed bypass corridor appear to be compatible with habitat requirements necessary for the natural occurrence of either plant species. Therefore, the proposed project should be able to proceed with no resulting impact to either Eggert's sunflower or Price's potato-bean. If you have questions about my methodology or findings, or any other contents of this letter, please let, me know.

Sincerely,



Scott C. Gunn
Southeastern Botanical Survey
2710 Branchway Road
Millbrook, Alabama 36054
(334) 285-5860
sgunnsbs@aol.com

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FAX NO. 334 394 4326

P. 02/00

ADEM

ALABAMA DEPARTMENT OF ENVIRONMENTAL MANAGEMENT

Post Office Box 301483 36130-1483 • 1400 COLISEUM BLVD. 36110-2026

MONTGOMERY, ALABAMA

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(334) 271-7700



ONIS "TREY" GLENN, III, P.E.
DIRECTOR

BOB RILEY
GOVERNOR

June 3, 2005

ALFEDO ACOFF
ALABAMA DEPARTMENT OF TRANSPORTATION
1409 COLISEUM BOULEVARD
MONTGOMERY AL 36130

Facsimile: (334)

Administration: 271-7550
General Counsel: 334-4332
Communications: 334-4325
Air: 279-3544
Land: 279-3556
Water: 279-3551
Groundwater: 270-5431
Field Operations: 272-8131
Laboratory: 277-4718
Mining: 334-4326

RE: CWA Section 401 Water Quality Certification
Corps of Engineers (COE) JPN# AL05-24

Proposed Wetland and Stream Fill Associated with Expansion of State Route (SR) 24 "Corridor V of the Appalachian Development Highway System" from the Mississippi State Line to SR-247, Franklin County.

Dear Ms. Acoff:

This office has completed a review of the above-referenced joint public notice and all associated materials submitted related to the proposed project. Any comments made during the public notice period have also been forwarded to us for review.

From our review, it is understood that the applicant proposes to construct a four-lane highway on existing and new alignment, south of the City of Red Bay, starting at the Alabama/Mississippi State Line, continuing to just west of Bear Creek to SR 247. The purpose of the project is to expand the existing SR 24 from a two-lane to a four-lane highway with a median and two travel lanes. The project would require the deposit of fill material into 3.23 total acres of jurisdictional wetlands and 0.43 total acres of stream channel for construction of roadway lanes, culverts, pipes, and riprap at outlets. Two tributary relocations are proposed (Sites 7 and 13). ALDOT proposes to mitigate the impacts of the wetland fill by debiting 3.23 credits from the ALDOT Jackson County Mitigation Bank. Each credit is equivalent to 2 wetland acres (2:1 ratio). ALDOT proposes to mitigate the tributary relocations with in-kind channel reconstruction and on-site tree and shrub mixture plantings to the south of the relocated channels. The purpose of the project is to provide a safe and efficient transportation facility to meet existing and project future traffic demands.

Because action pertinent to water quality certification is required by Section 401(a)(1) of the Clean Water Act, 33 U.S.C. Section 1251, et seq., we hereby issue certification, for a period not to exceed five (5) years from the date of issuance, that there is reasonable assurance that the discharge resulting from the proposed activities as submitted will not violate applicable water quality standards established under Section 303 of the Clean Water Act and Title 22, Section 22-22-9(g), Code of Alabama 1975, provided the applicant acts in accordance with the following conditions as specified. We further certify that there are no applicable effluent limitations under Section 301 and 302 nor applicable standards under Section 306 and 307 of the Clean Water Act in regard to the activities specified.

Please be advised that this certification shall expire eighteen (18) months after issuance if initial construction or implementation of the proposed project has not begun, unless an extension is approved by the Department.

To minimize adverse impacts to State waters, by copy of this letter we are requesting the Nashville District Corps of Engineers to incorporate the following as special conditions of the Corps Permit:

1. Please be advised that pursuant to EPA rules and ADEM Admin. Code Ch. 335-6-12, the operator/owner or applicant is required to register for and maintain valid National Pollutant Discharge Elimination System (NPDES) coverage for stormwater discharges prior to beginning construction or land disturbance (1) above the Ordinary High Water Mark, (2) for any non-dredge/fill operations below the Ordinary High Water Mark, (3) construction of associated upland dredge disposal sites that will equal or exceed one (1) acre in size, and/or (4) recovery, removal, re-mining, processing, etc. of material from disposal areas or other sites/areas regardless of size. The regulations also require NPDES registration for disturbance activities less than one (1) acre that are part of, adjacent to, or associated with a larger common plan of development or sale, that may eventually equal or exceed one (1) acre, or if less than one (1) acre in size if stormwater discharges have reasonable potential to be a significant

Birmingham Branch
110 Vulcan Road
Birmingham, Alabama 35209-4702
(205) 942-0166
(205) 941-1903 (Fax)

Decatur Branch
2719 Sandlin Road, S.W.
Decatur, Alabama 35603-1333
(256) 353-1712
(256) 340-0223 (Fax)

Mobile Branch
2204 Parkway Road
Mobile, Alabama 36615-1181
(251) 458-0466
(251) 473-2663 (Fax)

Mobile - Coastal
4171 Commanders Drive
Mobile, Alabama 36615-1421
(251) 432-5833
(251) 432-9508 (Fax)



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P. 03/06

Alabama Department of Transportation
June 3, 2005
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to be a significant contributor of pollutants to a water of the State or have reasonable potential to cause or contribute to a violation of applicable Alabama water quality standards as determined by the Department. The regulated construction disturbance also includes, but is not limited to, associated areas utilized for support activities such as vehicle parking, equipment or supply storage areas, staging areas, disposal areas, material stockpiles, temporary office areas, and access roads, and pre-construction activities performed in advance or in support of construction such as logging, clearing, and dewatering. Please be advised that a registrant, operator/owner, contractor, or other responsible entity, separately or collectively, must retain NPDES registration coverage for phased developments until all disturbance activity, including phased construction, is complete. Information regarding registration under ADEM Admin. Code Ch. 335-6-12 for discharge of treated stormwater from regulated construction, construction materials management, small non-metallic, noncoal mining, processing and related activity can be viewed/downloaded from the ADEM WebPage at www.adem.state.al.us/FieldOps/Permitting/Construction/Construction.htm

2. In order to ensure that fill material sources and/or borrow/mining sites have obtained appropriate NPDES permit coverage, the applicant shall provide the Department with the location(s) of the sites and the name, address, and phone number of the contractor(s) related to the material sources and/or borrow/mining sites. If you have any questions regarding the need for the applicant to obtain stormwater permit coverage, to determine if the contractor has obtained stormwater permit coverage, or would like to request application forms/information, please contact the Department's Mining & Nonpoint Source Section by email at mngs@adem.state.al.us or by phone at (334) 394-4311.
3. Until the project is complete, the applicant shall notify ADEM in writing at least once every year regarding the status of implementation/construction of the proposed project. This report shall be prepared by a professional engineer (PE) registered in the State of Alabama and/or a Department recognized qualified credentialed professional (QCP) and should provide a schedule of remaining construction for the proposed project as well as certification that pollution control measures specified in the Corps permit and any special conditions specified by ADEM have been and are being properly implemented.
4. Upon the loss or failure of any treatment facility, best management practice (BMP), or other control, the applicant shall, where necessary to maintain compliance with this certification, suspend, cease, reduce or otherwise control work/activity and all discharges until effective treatment is restored. It shall not be a defense for the applicant in a compliance action that it would have been necessary to halt or reduce work or other activities in order to maintain compliance with the conditions of this certification.
5. The applicant shall retain records adequate to document activities authorized by this certification including but not limited to, inspection reports, monitoring information, copies of any reports and all data used to complete the above reports or the application for this certification, for a period of at least three years after completion of work/activity authorized by the certification. Upon written request, the applicant shall provide the Department with a copy of any record/information required to be retained by this paragraph. After completion of construction of the proposed project the applicant is required to submit to the Department certification by a professional engineer (PE) registered in the State of Alabama and/or a Department recognized qualified credentialed professional (QCP) that all aspects of the project have in fact been implemented according to the requirements of this certification.
6. The applicant shall implement the project in accordance with all plans, designs, specifications, descriptions, drawings, schedules, maps, and other information submitted to the Department relative to the proposed project, unless authorized otherwise by the Department based on a detailed written request by the applicant to modify the project.
7. The applicant shall implement appropriate, effective Best Management Practices (BMPs) for prevention and control of nonpoint sources of pollutants during and after project implementation. The applicant, at a minimum, must implement applicable effective BMPs as provided in the Alabama Handbook For Erosion Control, Sediment Control, And Stormwater Management On Construction Sites And Urban Areas, as amended, Alabama Soil and Water Conservation Committee (ASWCC). A copy of the Handbook can be downloaded or ordered at http://swcc.state.al.us/erosion_handbook.htm. Immediately after completion of the project, the applicant must implement and maintain effective measures to ensure permanent revegetation or cover of all disturbed areas.
8. The applicant shall implement a Spill Prevention Control and Countermeasures (SPCC) Plan for all temporary and permanent onsite fuel or chemical storage tanks or facilities. The applicant shall maintain onsite or have readily available sufficient oil & grease absorbing material and flotation booms to contain and clean-up fuel or chemical spills and leaks. The applicant shall

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Alabama Department of Transportation
June 3, 2005
Page 3 of 5

Immediately notify the Department after becoming aware of a significant visible oil sheen in the vicinity of the proposed activity. In the event of a spill with the potential to impact groundwater or other waters of the State, the applicant should immediately call the National Response Center at 1-800-424-8802 and the Alabama Emergency Management Agency at 1-800-843-0699. The caller should be prepared to report the name, address and telephone number of person reporting spill, the exact location of the spill, the company name and location, the material spilled, the estimated quantity, the source of spill, the cause of the spill, the nearest downstream water with the potential to receive the spill, and the actions taken for containment and cleanup.

9. The applicant shall conduct, at a minimum, weekly comprehensive site inspections to ensure that effective Best Management Practices (BMPs) are properly designed, implemented, and regularly maintained (i.e. repair, replace, add to, improve, implement more effective practice, etc.) utilizing good engineering practices to prevent/minimize to the maximum extent practicable discharges of pollutants in order to provide for the protection of water quality. The inspections shall be conducted by a qualified credentialed professional (QCP), qualified personnel under the direct supervision of a QCP, or an ADEM recognized qualified credentialed inspector (QCI), until completion of the proposed activity.
10. Additional, effective BMPs shall be fully implemented and maintained on a daily basis as needed to prevent to the maximum extent possible potential discharges of pollutants from activities authorized by this certification, directly to or to a tributary or other stream segment, that have the potential to be impact a State water currently considered impaired (waterbody is identified on the Alabama 303(d) list, a total maximum daily load (TMDL) has been finalized for the waterbody, and/or the waterbody is otherwise considered a Tier I water pursuant to ADEM Admin. Code Ch. 335-6-10]. The applicant shall inspect all BMPs as often as is necessary (daily if needed) for effectiveness, need for maintenance, and the need to implement additional, effective BMPs. Additional effective BMPs shall immediately be implemented as needed and may include but are not limited to sediment retention basins, greater capacity in sediment retention structures, hydroseeding with application of non-toxic tackifiers, grass sodding, non-toxic chemical treatment, erosion control blankets, other effective innovative/alternative technologies, etc. to ensure full compliance with ADEM requirements and the protection of water quality in the impaired waterbody.
11. All construction and worker debris (e.g. trash, garbage, etc.) must be immediately removed and disposed in an approved manner. If acceptable offsite options are unavailable, effective onsite provisions for collection and control of onsite worker toilet wastes or gray waste waters (i.e. port-o-let, shower washdown, etc.) must be implemented and maintained. Soil contaminated by paint or chemical spills, oil spills, etc. must be immediately cleaned up or be removed and disposed in an approved manner. Also, the applicant shall manage and dispose of any trash, debris, and solid waste according to applicable state and federal requirements.
12. Appropriate measures must be taken to prevent the deposition of airborne pollutants spray paint, herbicides, excessive road dust, etc. from entering the waterbody.
13. Appropriate measures must be taken to prevent the disposal, minimize to the maximum extent practicable the deposition, and remove as necessary, any material, debris, or liquids resulting from bridge/culvert, building, or other construction and/or maintenance such as waste concrete/cement, wash water, surfactants, sand blasting particles, paint, etc. from falling into or entering the waterbody.
14. Surface drainage patterns should be designed, constructed, and maintained to the extent practicable with swales or other methods to minimize direct runoff into the waterbody and to prevent/minimize the introduction of pollutants. Diversion structures (berms, ditches, etc.) created in order to re-route upgradient stormwater runoff from the proposed project location shall be constructed, stabilized, and vegetated as necessary, prior to commencement of disturbance activities.
15. All materials used as fill, or materials used for construction of structures in a waterbody, must be non-toxic, non-leaching, non-acid forming, and free of solid waste or other debris.
16. The applicant shall implement appropriate measures to minimize the potential for a decrease of instream dissolved oxygen concentrations as a result of project implementation. In addition, the applicant shall ensure that the activities authorized by this certification do not significantly contribute to or cause a violation of applicable water quality standards for instream dissolved oxygen.

Alabama Department of Transportation
June 3, 2005
Page 4 of 5

17. Dredged or fill material shall not be sidecast or otherwise placed in adjacent waters or wetlands outside the permitted project area.
18. The applicant shall conduct the proposed operation in a timely manner with all due diligence utilizing good engineering practices in order to reduce potential environmental impacts created by the project to the maximum extent practicable. The applicant shall conduct the proposed operation in an expedient time frame in order to reduce the amount of time to the maximum extent practicable in which turbid water is produced.
19. The applicant shall implement appropriate, effective BMPs, including installation of floating turbidity screens as necessary, to minimize downstream turbidity to the maximum extent practicable. The applicant shall visually monitor or measure background turbidity. The applicant must suspend operations should turbidity resulting from project implementation exceed background turbidity by more than 50 NTUs. Operations may resume when the turbidity decreases to within acceptable levels.
20. Any proposed temporary channel, pipe, conduit, or other management measures implemented to temporarily divert stream flow to accommodate culvert construction, stream crossings, pipelines, or other within-bank stream work shall be constructed and maintained at all times to ensure that water quality is not adversely impacted. The measures to protect water quality during the construction of the temporary diversion channel may include but is not limited to, temporarily blocking/impounding and pumping water around the construction area, construction of a temporary channel lined with plastic or rip-rap, temporary installation of a properly sized pipe, etc.
21. Any proposed new or modified permanent waterbody channel should duplicate the old waterbody channel or a natural waterbody channel in regard to pools, riffle areas, riparian vegetation, depth, gradient, and length to the maximum extent practicable so that the new/modified waterbody channel maintains its dimension, pattern, and profile while neither degrading nor aggrading to ensure that water temperature, pH, turbidity, and dissolved oxygen concentrations are not adversely impacted, and are improved to the extent possible, after the project is completed.
22. Permanent or temporary raised waterbody crossings must be constructed with pipe(s) to safely pass expected mean water flow of the waterbody for the time of year and length of time that they are installed, unless a properly designed and constructed low-water crossing is installed that provides for unobstructed stream flow over the low-water structure. The crossing must be inspected on a regular basis and any significant debris or blockage removed and properly disposed to ensure unobstructed flow of water. Placement of raised rock-fill or other fill without pipe(s) for passage of water is not acceptable. Each raised waterbody crossing must be designed and maintained to ensure structure integrity and stability for safe passage of water flow generated by expected precipitation events while the structure is in place.
23. The bottom of any proposed new or modified, temporary or permanent waterbody channel, culvert, ditch, or pipe should be V-notched, sloped, concave in shape, or otherwise constructed with a base flow channel or configuration, to ensure adequate concentrated and unobstructed flow of water during periods of low flow. Alternatively, the bottom of the culvert/structure can be buried at a sufficient depth considering the hydraulic gradient of the existing channel to provide for a stable sediment streambed through the culvert/structure, or a bottomless culvert can be installed where the stream bottom is bedrock or as otherwise determined suitable by the design engineer.
24. Design features, such as protection of existing waterbody trees or planting of new shade trees or other appropriate measures, should be implemented to the maximum extent practicable in order to minimize temperature extremes in any new or modified permanent waterbody channel.
25. The applicant shall adhere to the following sequence when preparing to release water into any temporary or permanent, new or modified waterbody channel. The new channel shall be fully stabilized prior to diversion of water. The applicant shall remove the downstream seal of the new channel. The upstream seal of the new channel is to be removed next. For new or modified permanent waterbody channels only, the applicant must wait at least 48 hours before sealing off the upstream entrance of the existing channel. Once the upstream section is sealed in the existing temporary or permanent channel, the applicant must ensure that all flow has left the existing channel to the maximum extent practicable before sealing the downstream opening of the existing channel and diverting all flow to the new or modified, temporary or permanent channel.
26. Modified or impacted waterbody bottoms and banks shall be returned to original contours to the extent possible and all disturbed areas stabilized and fully reclaimed.

JUN-03-2005 FRI 03:00 PM ADEM FIELD CENTRAL

FAX NO. 334 394 4326

P. 06/06

Alabama Department of Transportation
June 3, 2005
Page 5 of 5

In recognition that projects are site specific in nature and conditions can change during project implementation, the Department reserves the right to require the submission of additional information or require additional management measures to be implemented, as necessary on a case by case basis, in order to ensure the protection of water quality.

Liability and responsibility for compliance with this certification are not delegable by contract or otherwise. The applicant shall ensure that any agent, contractor, subcontractor, or other person employed by, under contract, or paid a salary by the applicant complies with this certification. Any violations resulting from the actions of such person shall be considered violations of this certification and may subject the applicant to enforcement action.

ADEM certification decisions are predicated on current regulatory requirements, established engineering standards and technical considerations, best management practices information, and formal administrative procedures in conformance with Departmental regulations and applicable Alabama law. Issuance of a certification by ADEM neither precludes nor negates an operator/owner's responsibility or liability to apply for, obtain, or comply with other ADEM, federal, state, or local government permits, certifications, licenses, or other approvals.

This certification does not convey any property rights in either real or personal property, or any exclusive privileges, nor does it authorize any injury to persons or property or invasion of other private rights, trespass, or any infringement of Federal, State, or local laws or regulations, and in no way purports to vest in the applicant title to lands now owned by the State of Alabama nor shall it be construed as acquiescence by the State of Alabama of lands owned by the State of Alabama that may be in the applicant's possession.

Should you have any questions on this or related matters, please do not hesitate to contact Ms. Tonya Mayberry, Mining & Nonpoint Source Section, by email at tmayberry@adem.state.al.us or by phone at (334) 394-4307.

Sincerely,



Steven O. Jenkins, Chief
Field Operations Division

SOJ/tjm

pc: Nashville COE
Permits & Services Division, ADEM

APPENDIX D

404(b)(1) Checklist

File No. 2005-00835

AL DOT

State Route 24

Corridor V MS State Line To S.R. 247

404(B)(1) GUIDELINES COMPLIANCE EVALUATION
(40 CFR 230.10)

File No. 2005-00835

ALABAMA DEPARTMENT OF TRANSPORTATION
AL DOT Project APD-355(505)

Application for Deposit of Fill Associated with Wetland and Stream Fill
For Expansion of State Route (SR) 24 "Corridor V of the Appalachian Development
Highway System" from the Mississippi State Line to SR 247, Franklin County, AL

RESTRICTIONS ON DISCHARGE(*): An asterisk in a block indicates that the proposal does not comply with the guidelines.

I. Alternatives test.

A. Are there available, practicable alternatives having less adverse impact on the aquatic ecosystem and without other significant adverse environmental consequences that do not involve discharges into "waters of the United States" or at other locations within these waters? [Yes(*)__ No x]

Discussion: The discharge evaluated herein involves the placement of riprap along the harbor and river slopes and the placement of stone fill material to facilitate construction of the boat ramp. These water dependent activities would be constructed in accordance with accepted standard construction practices. Therefore, I have determined that practicable alternatives do not exist.

B. If the project is in a special aquatic site and is not water-dependent, has applicant clearly demonstrated that that there is no practicable alternative sites available? [Yes x No(*)__]

II. Special restrictions. Will the discharge:

- violate state water quality standards? [Yes(*)__ No x]
- violate toxic effluent standards (under Section 307 of the Act)? [Yes(*)__ No x]
- jeopardize endangered or threatened species or critical habitat? [Yes(*)__ No x]
- violate standards set by the Department of Commerce to protect marine sanctuaries? [Yes(*)__ No x]

Evaluation of the physical/chemical and biological characteristics and anticipated changes indicates that the proposed discharge material meets testing exclusion criteria for the following reason(s). [Yes x No]

- (x) based on available information, the material is not a carrier of contaminants
- () the levels of contaminants are substantially similar at the extraction and disposal sites and the discharge is not likely to result in degradation of the disposal site and pollutants will not be transported to less contaminated areas
- () acceptable constraints are available and will be implemented to reduce contamination to acceptable levels within the disposal site and prevent contaminants from being transported beyond the boundaries of the disposal site

III. **Other restrictions.** Will the discharge contribute to significant degradation of "waters of the U. S." through adverse impacts to:

- human health or welfare, through pollution of municipal water supplies, fish, shell fish, wildlife, and special aquatic sites? [Yes(*) No x]
- life stages of aquatic life and wildlife? [Yes(*) No x]
- diversity, productivity, and stability of the aquatic ecosystem, such as loss of fish or wildlife habitat, or loss of the capacity of wetland to assimilate nutrients, purify water, or reduce wave energy? [Yes(*) No x]
- recreational, aesthetic and economic values? [Yes(*) No x]

IV. **Actions to minimize potential adverse impacts (mitigation).** Will all appropriate and practicable steps (40 CFR 230.70-77) be taken to minimize the potential adverse impacts of the discharge on the aquatic ecosystem? [Yes x No(*)]

The mitigation measures included in the proposed action together with the standard erosion and sedimentation controls included in the Department of the Army permit conditions would adequately minimize pollution or adverse effects to the affected ecosystem.

APPENDIX E

Memorandum of Field Inspection
With Photographs
May 9, 2005

File No. 2005-00835
AL DOT
State Route 24
Corridor V MS State Line To S.R. 247

ONSITE INSPECTION RECORD

DATE OF INSPECTION: May 9, 2005

DATE OF MEMO: May 18, 2005

FILE NO. 2005-00835; Proposed Wetland and Stream Fill to Construct State Route 24 "Corridor V of the Appalachian Development Highway System" from the Mississippi State Line to SR 247, Franklin County, AL – AL DOT Proj No APD-355(505) (PN 05-24)

PURPOSE OF THE RECORD: To Document an Onsite Inspection and Meeting Required for Permit Processing

PHOTOS TAKEN? YES, attached.

THOSE PRESENT: Rob Hurt, (USFWS, telephone 256-353-7243), Steven Williams (TVA), Tony Shaddix (ADOT), David Monroe (Corps Regulatory Field Office Decatur), and the undersigned.

LOCATION: 13 Sites of Tributaries and Wetlands Adjacent to Tributaries of Bear Creek Mile 61.4, including Mud Creek at Mile 1.8, and Vinson Branch at Mile 1.0, in Franklin County, Alabama. Bear Creek is a tributary of the Tennessee River at Mile 224.6L, Pickwick Lake.

Summary of Meeting: On this day, I met with the USFWS, TVA, and ADOT to discuss the proposed construction of a four-lane facility on existing and new alignment, south of the City of Red Bay, starting at the AL/MS State Line, continuing to just west of Bear Creek to SR 247. The Mobile District Corps was invited but did not attend the meeting. Some of the proposed roadway construction would cross tributary creeks within the Mobile District jurisdiction, but it was decided earlier that those crossing would be minor and meet the criteria of NWP #14. The purpose of the project is to expand existing SR 24 from a two-lane to a four-lane facility with a median and two travel lanes. The project would require the deposit of fill material into 3.23 total acres of jurisdictional wetlands and 0.43 total acres of stream channel for construction of roadway lanes, culverts, pipes, and riprap at outlets. The sites proposed for action were each inspected and photographed.

Two tributary relocations are proposed (Sites 7 and 13). AL DOT proposes to mitigate the impacts of the wetland fill by debiting 3.23 credits from the AL DOT Jackson County Mitigation Bank. Each credit is equivalent to 2 wetland acres (2:1 ratio). AL DOT proposes to mitigate the tributary relocations with in-kind channel reconstruction and on-site tree and shrub mixture plantings to the south of the relocated channels. The following sites were inspected:

Site 1 (Pond): A small pond along SR 19 would be drained to allow the existing tributary of Bear Creek to resume natural flow and channel dimensions.

Site 2 (Culvert Extension): Existing 48" CMP culvert would be extended by 80'. The existing stream channel is roughly 3' wide. Plans show 0.01-acre stream impact.

Site 3 (Pipe Replacement): Existing 42" RCP pipe would be replaced by 250' of new pipe with placement of 50' of riprap at outlet. The existing stream channel is roughly 3' wide. Plans show 0.02-acre stream impact.

Site 4 (Culvert and 0.78-acre Wetland Fill): A 180' long box new box culvert would replace an existing culvert with placement of 70' of riprap at outlet. The existing stream channel is roughly 5' wide. Plans show 0.03-acre stream impact. In addition at this crossing, 0.78-acres of forested wetlands would be filled for road construction.

Site 5 (Culvert and 1.76-acre Wetland Fill): A 410' long box new box culvert would replace an existing culvert with placement of 130' of riprap at outlet. The existing stream channel is roughly 5' wide. Plans show 0.06-acre stream impact. In addition, 1.76-acres of emergent/shrub wetlands would be filled for road construction.

Site 6 (Culvert Extension): Existing 5'x5' culvert would be extended by 210'. The existing stream channel is roughly 3' wide. Plans show 0.01-acre stream impact.

Site 7 (1,300' Tributary Relocation): Construction of 455' long bridge over Bear Creek with 1,300' tributary relocation. The existing tributary is straight, runs along the existing roadway, and is roughly 3' wide. Estimated deposit of fill material is 2,648 cubic yards. A new channel would be constructed with the existing dimensions about 75' to the south to flow in the same pattern along the new roadway. Plans show 0.15-acre stream impact.

Sites 8, 9, and 10 (Bridge Construction): At both Sites 8 and 9, a 272' relief bridge would be constructed, with a 204' long relief bridge constructed at Site 10.

Site 11 (0.69-acre Wetland Fill): Construction of a 17' new relief bridge. In addition, 0.69-acres of forested wetlands would be filled for road construction.

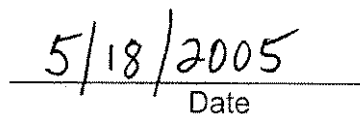
Site 12 (Culvert Extension): Existing 8'x10' culvert would be extended by 100' with placement of 120' of riprap at outlet. The existing stream channel is roughly 14' wide. Plans show 0.07-acre stream impact.

Site 13 (870' Tributary Relocation): At this location, the new roadway slightly encroaches onto the existing 4' wide tributary channel which would be relocated about 10' to 20' to the south at the existing dimensions. Estimated deposit of fill material is 1,289 cubic yards. Plans show 0.08-acre stream impact.

It was determined that the existing conditions of the stream and wetlands are as described in the application. The stream were generally exposed with little tree coverage since they are generally located adjacent to the existing two lane SR 24 proposed to be improved. Likewise the wetlands were small pockets located adjacent stream and adjacent the existing SR 24. Rob Hurt and Tony Shaddix said that ADOT had just completed a survey of the proposed corridor searching for a protected sunflower species that generally occurs this time of year. Tony said that the sunflower was not found and the report had been sent to USFWS and FHWA for concurrence. Rob said that once the report was reviewed that they would said me a response to the public notice. It was anticipated that their response would be no concerns with the proposal. Tony said that they had applied for the required water quality certification. No other specific conditions of the sites or concerns of the proposal were brought to our attention from the inspection. Photographs taken this day, labeled to correspond with the Public Notice labeled sites, are attached.



Lisa Morris
Project Manager
Operations Division


Date

Public Notice 05-24
File No. 2005-00835

LOCATION MAP

Lisa D. Monroe
Steven Williams, Rob Hurt, Tony Shaddex
TVA

HALLTOWN QUAD
RED BAY QUAD

MILE 61.0
BEAR CREEK

State Route
24

2
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4
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6

7
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10
11
12

Red Bay

BEAR CREEK

16

Mile 60

15

14

13

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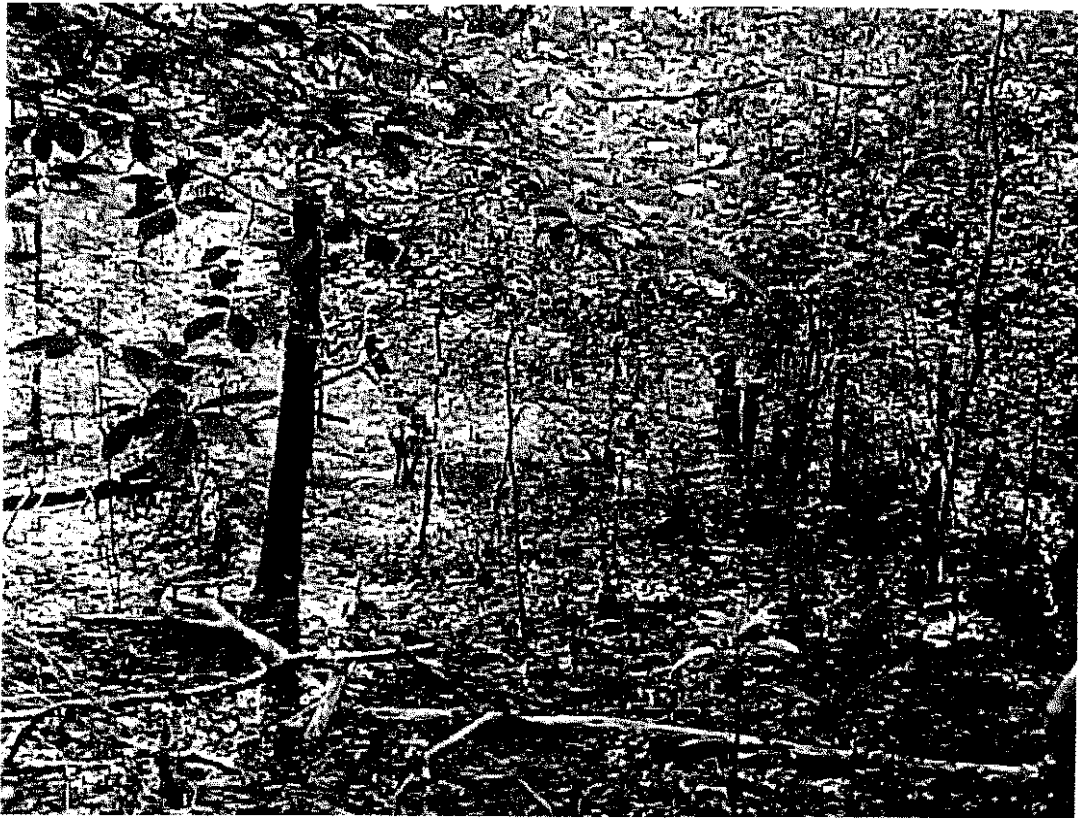
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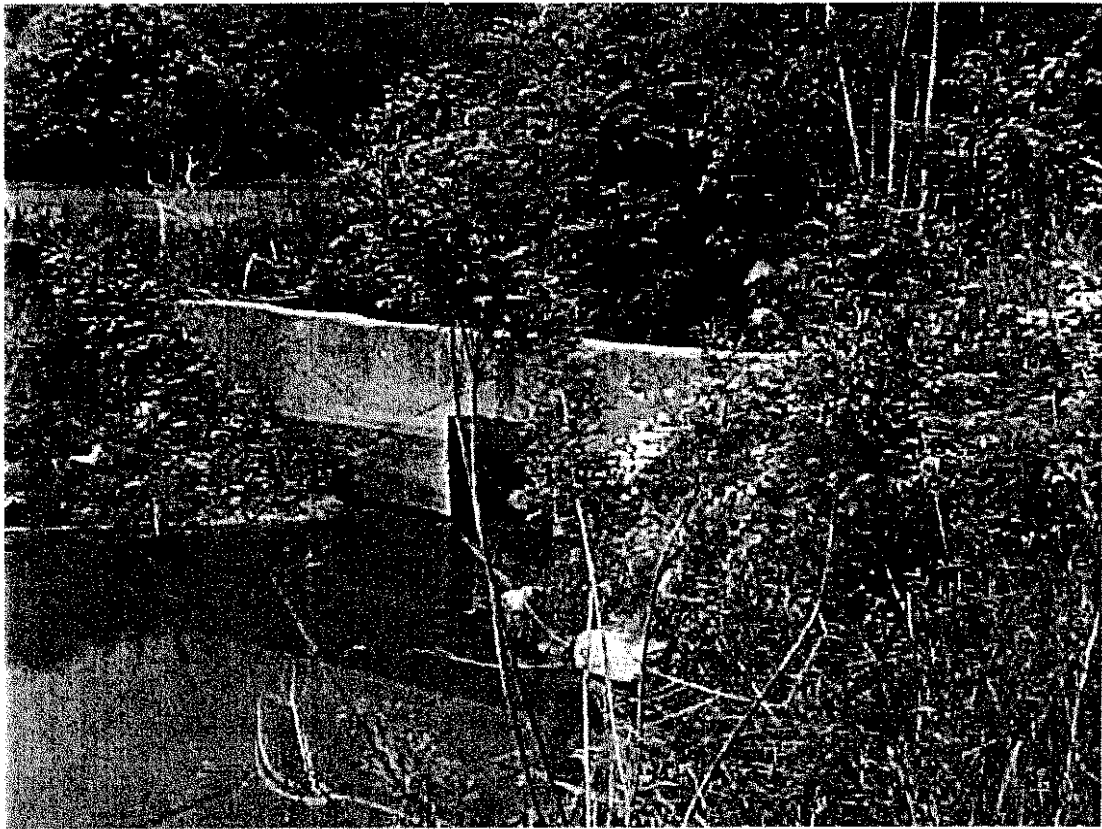
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Sites 4 (0.78 acre wetland fill) and 5 (1.76 acre wetland fill) Noted on PN Location Map





Site 7 and 8 as Noted on PN Location Map





Site 13 as Noted on PN Location Map



Site 12 as Noted on PN Location Map

File No. 2005-00835 PN 05-24 Inspection May 9, 2005 – Morris Regulatory

FWA REG. NO.	STATE	REFERENCE PROJECT NO.	FISCAL YEAR	SHEET NO.	LAST SHEET NO.
4	AL	APD-355(505)	2005	1	800

CONTRACT ID NO.

ALABAMA

DEPARTMENT OF TRANSPORTATION

PLANS OF PROPOSED PROJECT NUMBER

APD-355(505)

CORRIDOR V, MISSISSIPPI STATE LINE TO S.R. 247

GRADE, DRAIN, PARTIAL BASE, PAVE

& BRIDGES

FRANKLIN COUNTY

Preliminary Project No. APD-355(32)
Code No. 4319-APD-100009863-2

Designation	Year	Sheet No.
ADT (2005)	1990-6090	
ADT (2025)	4360-11740	
K	10%	
D	60%	
TADY	74-82	
V (Design Speed)	10A-11A	
Mfn. Stopping Sight Dist.	730'	

These plans have been prepared to conform with the Alabama Department of Transportation Standard Specifications for Highway Construction, 2004 Edition.

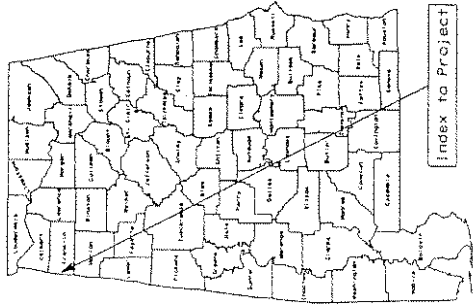
REVISION SUBMITAL

REVIEW COPY

DATE 03/04/05



Alabama Department of Transportation
Submitted for Approval
CHIEF, DESIGN BUREAU
CHIEF ENGINEER
TRANSPORTATION DIRECTOR



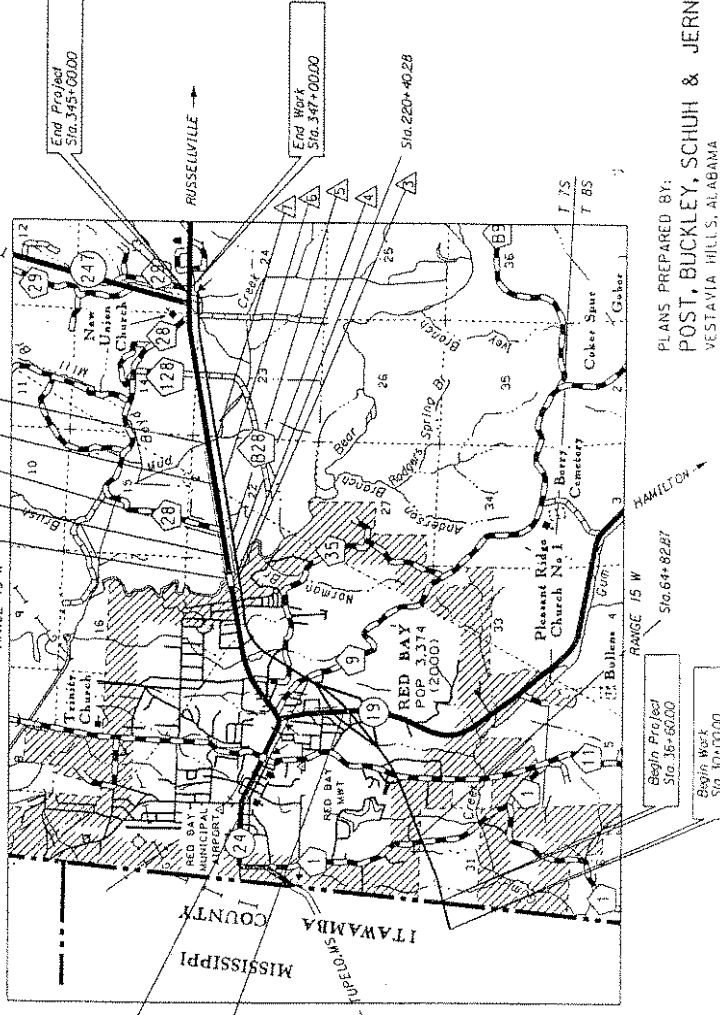
Index to Project

INDEX	STA TO	STA	LENGTH	BIN#
△	209+50.03	213+90.24	440.21'	012003
△	229+63.85	232+35.63	271.78'	012004
△	243+93.22	246+65.16	271.94'	012005
△	263+81.77	265+85.73	203.96'	012006
△	270+31.51	272+00.84	169.33'	012007

Required Bridge	INDEX	STA TO	STA	LENGTH	BIN#
△	437+62.79	441+71.79	SR-19	409'	019111
△	464+96.21	468+77.21	CR-93	381'	019112
△	209+35	213+90		455'	019161
△	229+64	232+35		272'	019159
△	243+93	246+65		272'	019160
△	263+82	265+86		204'	019158
△	270+32	272+02		170'	019162

TOTAL EFFECT 1373'

Total Stationing of Project	30840.00
Equations & Exceptions	0.00
Net Length of Project	30840.00
Net Length of Bridges	1373.00
Net Length of Roadways	29467.00



PLANS PREPARED BY:
POST, BUCKLEY, SCHUH & JERNIGAN, INC.
VESTAVIA HILLS, ALABAMA

JOEL R. WAMPOL, P.E. AL. REG. NO. 17329

REFERENCE PROJECT NO.	FISCAL YEAR	SHEET NO.
APD-355(505)	2005	2

PROJECT NOTES:

GN-2 NETES:

200	101
203	103
206	105
207	107
210	110
211	111
	112

E.B. RETURN LAWE LOCATIONS

REQUIRED TYPICAL SECTION

ΔΔ STA 112+00.00 TO STA 115+60.37
ΔΔ STA 159+93.01 TO STA 154+99.00

LEGEND OF RECOVERED MATERIAL

LEGEND:

PAVEMENT BUILD-UP NOT IN THIS CONTRACT

UNCLASSIFIED EXCERPT

AGGREGATE SURFACING (ALDOT 57 DR 410 MODIFIED), 3" THICK

REQUIRED TYPICAL SUPERELEVATED SECTION

UNIT SCALE?